

09893314 - GAU: 1792

PTO/SB/08A (08-00)

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Substitute for Form 1449A/PTO

INFORMATION DISCLOSURE STATEMENT BY APPLICANT

(use as many sheets as necessary)

Complete if Known

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| Application Number: | 09/893,314 |
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Filing Date: June 27, 2001

First Named Inventor: Blankenship et al.

Group Art Unit: 1762

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| Examiner Name: | Eric B. Fuller |
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Attorney Docket Number: 506422.0047

Sheet ~~1~~ of 2

U. S. PATENT DOCUMENTS

[illegible]

FOREIGN PATENT DOCUMENTS

[illegible]

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| Examiner Signature | Date Considered |
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PTO/SB/08B (08-00)

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U.S. Patent and Trademark Office: U.S. DEPARTMENT OF COMMERCE

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Substitute for Form 1449B/PTO (Modified)

INFORMATION DISCLOSURE STATEMENT BY APPLICANT

(use as many sheets as necessary)

Complete if Known

Application Number: 09/893,314
 Filing Date: June 27, 2001
 First Named Inventor: Blankenship et al.
 Group Art Unit: 1762
 Examiner Name: Eric B. Fuller
 Attorney Docket Number: 506422.0047

Sheet 2 of 2

OTHER REFERENCES - NON PATENT LITERATURE DOCUMENTS AND INFORMATION

| Examiner Initials* | Cite No. ¹ | Include name of the author (in CAPITAL LETTERS), title of the article (when appropriate), title of the item (book, magazine, journal, serial, symposium, catalog, etc.), date, page(s), volume-issue number(s), publisher, city and/or country where published | T ² |
|-----------------------|--------------------------|---|----------------|
| | | An interlayer was constructed and placed on a roadway near San Jose, Illinois in 1998. This interlayer had a flexural beam fatigue of 26,138 cycles at 2000 microstrain, 15°C, and 10 Hz and a Hveem stability of 18.4 at 60°C and 50 gyrations. These properties of the interlayer were measured after the interlayer was placed on the roadway. Applicants received money for placing this interlayer. | |
| | | An interlayer was constructed and placed on a roadway near St. Joseph, Missouri in 1998. This interlayer had a flexural beam fatigue of 66,932 cycles at 2000 microstrain, 15°C, and 10 Hz and a Hveem stability of 18.1 at 60°C and 50 gyrations. These properties of the interlayer were measured after the interlayer was placed on the roadway. Applicants received money for placing this interlayer. | |
| | | Another interlayer was constructed and placed on a roadway near San Jose, Illinois in 1998. This interlayer had a flexural beam fatigue of 138,775 cycles at 2000 microstrain, 15°C, and 10 Hz and a Hveem stability of 15.5 at 60°C and 50 gyrations. These properties of the interlayer were measured after the interlayer was placed on the roadway. Applicants received money for placing this interlayer. | |
| | | An interlayer was constructed and placed on a roadway in Orange, Texas in 1999. This project included Section 1 and Section 2. Section 1 interlayer had a flexural beam fatigue of 894,786 cycles at 2000 microstrain, 20°C, and 10 Hz and a Hveem stability of 14.1 at 60°C and 50 gyrations. These properties of the interlayer were measured after the interlayer was placed on the roadway. Applicant received money for placing this interlayer. Section 2 interlayer had a flexural beam fatigue of 672,381 cycles at 2000 microstrain, 20°C, and 10 Hz and a Hveem stability of 16.4 at 60°C and 50 gyrations. These properties of the interlayer were measured after the interlayer was placed on the roadway. Applicants received money for placing this interlayer. | |
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Examiner Signature _____ Date Considered _____

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